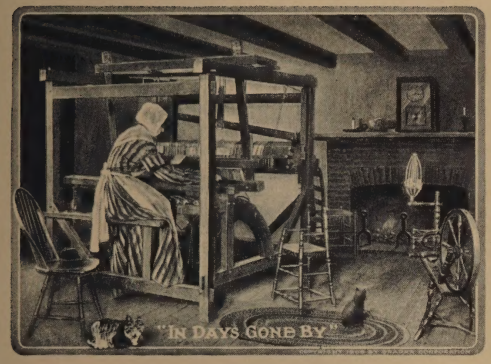
COTTON CHATS

DRAPER CORPORATION
HOPEDALE, MASSACHUSETTS



COTTON CHATS
TRADE-MARK REG. U.S. PAT. OFF. AND IN CANADA
DRAPER CORPORATION
HOPEDALE MASS.

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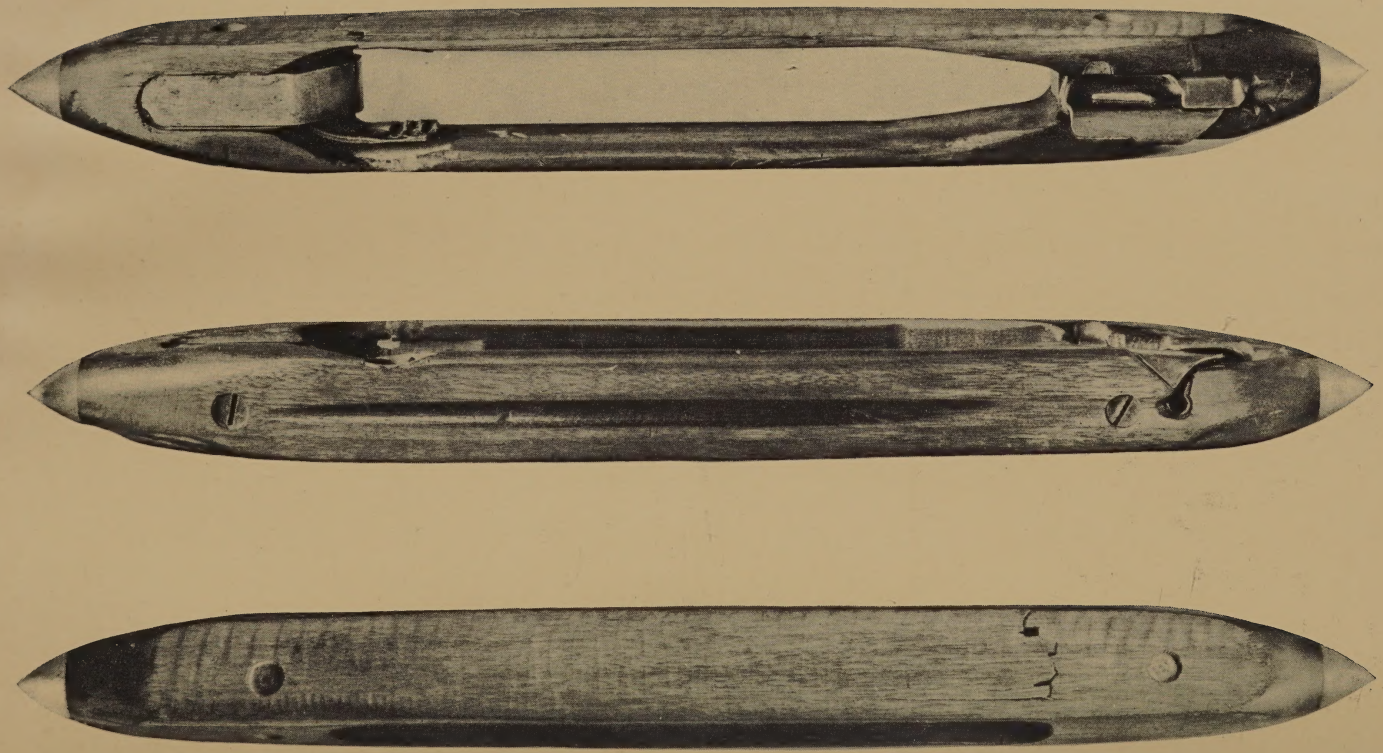
SHUTTLE WAS ON THE JOB FOR SEVEN YEARS

Most Weavers and Loomfixers regard a Shuttle as a rather short-lived part of their looms. We know of mills which claim that the average life of a Shuttle is less than six months; and others whose records over a period of years show that the actual average term of service of all shuttles bought and put in use was two years. Many conditions enter into the causes of the longer or shorter life of a Shuttle.

A remarkable case of Shuttle longevity recently came to our attention when one of our traveling representatives brought back to our plant a well-worn Shuttle from the Quinebaug Company of Danielson, Ct. It had been in continuous service on Northrop Pillow Tubing looms since their installation in the first half of the year 1915. The Shuttle was discarded as no longer serviceable the day he was at the mill and was turned over to him as a souvenir. It was one of the last 12 of the original shuttles shipped with the looms. On that day the other 11 were still "on the job."



This Shuttle is One of 12 That Ran for Seven Years on Tubing Looms at Quinebaug Company

The original number of looms shipped in 1915 was 252, all 28 inch E model pillow tubing looms.

An actual life of over Seven Years in constant use is a remarkable Shuttle record, and it has tempted our mathematicians to get out their pads and pencils and estimate how far this Shuttle may have travelled in its long and active life.

They tell us that, after proper and liberal allowance for stops, waits, holidays and vacations and all other reasons for non-operation common in the average mill, this Seven-Year-old Shuttle must have travelled about 150,000 miles, equal to six times around the world, or more than half the distance from the Earth to the Moon.

Three views of this veteran shuttle are shown on the opposite page.

MORE THAN 2100 KINDS OF DRAPER SHUTTLES

Since the introduction of the Northrop Automatic loom we have designed and sent out to our customers more than 2100 different kinds of Shuttles. Some of these differed only in minor particulars; but these 2100 different Shuttles represented that number of combinations of 242 Shuttle Blanks of varying styles and dimensions, 115 Springs, 34 Spring Covers, 151 Shuttle Eyes and numerous other minor devices, all designed and made to meet varying spinning and weaving conditions in mills using Northrop looms. More combinations are called for almost every week and will be made up whenever there is need of meeting new conditions at a mill or the peculiar demands of a special weave; and whenever our experts and experimenters

devise new and improved Shuttle parts. All of these styles are furnished in either persimmon or dogwood, as may be preferred.

SHUTTLES ARE CUSTOM MADE NOT READY MADE

This large number of styles of Shuttles and the varying demand for them has made it practically impossible in the past to anticipate the needs of our customers by stocking up in advance of their orders. Different Overseers have had their favorite Shuttle. A mill after ordering one kind of Shuttle for some time would suddenly call for another. Later we would learn that there had been a change of overseers.

A change in the spinning or a change of weave has often called for a change of Shuttle, and other causes beyond our ability to anticipate have made it impracticable to carry a stock of ready-made Shuttles. So it has been the rule that Shuttles were built on order, not supplied from a ready-made stock when orders were received.

This has called for more time in filling orders than sometimes appeared necessary to the customer who was in a hurry for his Shuttles and who thought all we had to do was to take the Shuttles from our stock, box them and forward by the next freight or express.

Furthermore, Shuttle orders have the very aggravating habit of periodical variation. When business is dull, idle looms are robbed of their Shuttles and no one is interested in keeping up the stock. Business starts up and every mill wants Shuttles. Orders pile in and, if filled in the order of receipt, soon there are appeals from some of the mills that they have looms stopped waiting for shuttles.

MONTHLY ORDERS

Some years ago, in an attempt to improve our service to the mills, we took up with many large users of our Shuttles a plan for regular periodical shipments—usually monthly; and to those who accepted the plan the result has been very gratifying.

The monthly order, with the quantity properly worked out to fit the needs of the mill, means a steady supply of Shuttles for the mill and no looms waiting. Both Overseers and Purchasing Agents are free from Shuttle worries.

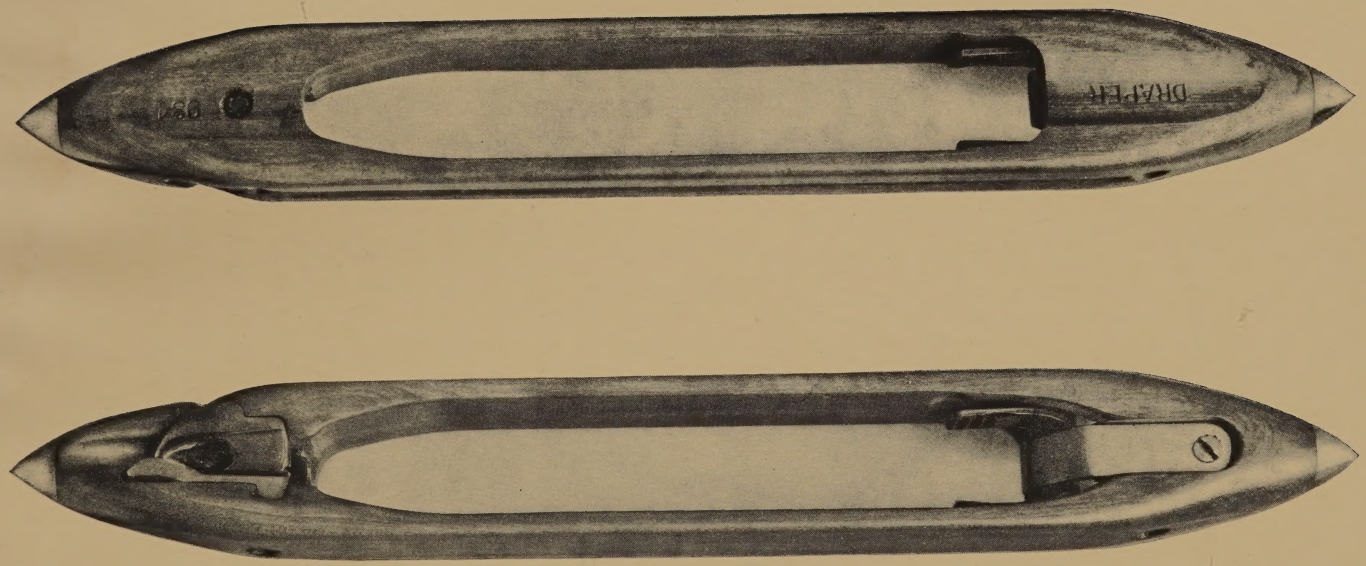
It means no handicap to the mill to offset the advantages, because the arrangement may be terminated or the style of Shuttle changed on a brief notice, the mill being required only to take those Shuttles on which work has been started.

During the war this plan was the salvation of some mills. To them experience was a kind teacher. They and some whose experience during those trying days was far less pleasant under the old haphazard way of ordering Shuttles now make up a constantly growing number who insist upon monthly deliveries.

STANDARD SHUTTLES AT REDUCED PRICES

The gradual improvement and wider use of the Northrop Loom and Draper Shuttle has gradually eliminated some of the styles of Shuttles called for in the past and proved certain kinds to be of very general utility and advantage.

A study of our orders for the past few years has disclosed the fact that a few types of Shuttles are used on



One of Our Standard Shuttles, No. 934 for 8 inch Bobbin

Has Brass Eye, Pressed Steel Spring and Underlocking Cover.

Number 935 is similar, but made with slot for Feeler.

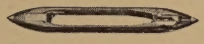
Number 936 is for 7 3/8 inch Bobbin. Otherwise like Number 934.

so many looms that they may be fairly set aside as "Standard Shuttles." This has led to a further plan for the improvement of our Shuttle service.

On such Shuttles as we find the annual demand reaching a figure sufficient to justify us in making up and carrying a regular stock, we have decided to give our customers the benefit of the saving by offering a lower price. This lower price applies to all Shuttles known as our "Standard Shuttles."

The list already includes our Shuttles numbered 934, 935 and 936 and will be added to as fast as the demand for a particular Shuttle justifies it.

Mills may learn how the Shuttles they are now using differ from our Standards by inquiry from our representatives. Many Shuttles now in use could be changed to Standard type with advantage to the user.

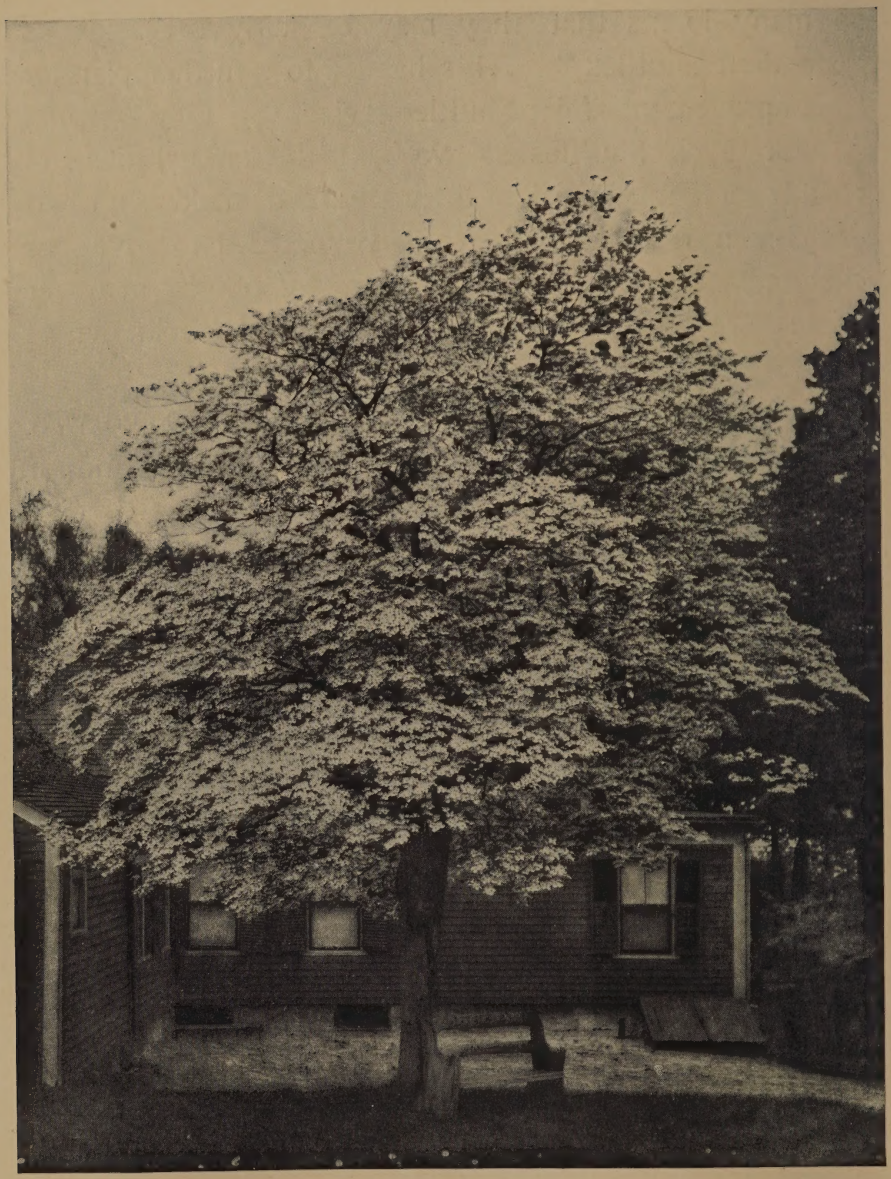


All Draper Shuttles, until a few years ago, used as a holder for the bobbin a spring milled from solid stock. Our improved Pressed Steel spring has been generally accepted by mills which have tried it and has become our present standard.

In making the Milled spring it is necessary to use a soft steel in order to make the required cuts and do the machining. For the Pressed Steel spring we use a special steel that comes through the hardening process with more life to the spring and fewer defects in temper.

The average life of the Pressed Steel spring is longer than that of the Milled spring.

To those who have not already made the change we recommend a trial of Shuttles fitted with the Pressed Steel spring.



Flowering Dogwood Tree, Hopedale Mass.

This tree, with trunk 15 inches in diameter one foot from the ground, is probably twice as old as the village in which it stands. It is an unusual specimen for New England, where the Flowering Dogwood is not as commonly found as in the Southern states, whence comes most of the Dogwood used in the manufacture of Shuttles. The picture was taken previous to the severe ice storm of one year ago, when the beauty and symmetry of the tree as pictured was somewhat marred.